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The safety of navigation; for example, capacity-building for the production of nautical charts

Submitted by the delegation of Norway

1. Many developing coastal States lack a national maritime administration and infrastructure and maritime institutes. Such States are in urgent need of the capacity to manage their responsibilities related to maritime safety, marine resources and the marine environment and thus to implement the 1982 United Nations Convention on the Law of the Sea and related instruments. A national maritime infrastructure and maritime institutes are also vital elements in providing opportunities for the development of new and improved commercial activities and attaining sustainable economic growth. Thus a good maritime infrastructure can contribute to:

- Sustainable economic growth in general
- Increased maritime efficiency and reduced transport costs
- Increased safety and reduced pollution
- Better coastal zone management
- Better planning and utilization of ocean resources (fisheries, minerals, oil and gas)
- Mapping of the ocean limits in accordance with the provisions of the United Nations Convention on the Law of the Sea
- Mitigating or eliminating border conflicts concerning continental shelf claims

2. Norway is a leading nation in maritime trade, development and competence and has over the past years received requests from many developing coastal States for assistance in developing their national maritime infrastructure and maritime institutes. Demands for such assistance are growing. International organizations such as the International Hydrographic Organization (IHO), the International Maritime Organization (IMO) and the International Association of Lighthouse

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Authorities (IALA) have also focused on the need for capacity-building and strengthening of the maritime infrastructure in developing countries.

3. The IHO strategy plan has defined the most important strategic goals as:

- Global coverage of hydrographic data for navigation, safety and environmental protection
- Build-up of the necessary capacity, especially in developing countries

The achievement of these goals will require a considerable level of support and assistance in building up the maritime sector in general (including an administrative framework, institutions, competence and capacity) and will necessarily take a long time.

4. The main obstacle for developing countries in establishing national maritime infrastructures and maritime institutes is, however, in finding donors.

5. For the production, updating and standardization of nautical charts, States need to establish a national hydrographic service/institute with the capacity to handle data acquisition, data and quality management, and production. Central elements in establishing the competencies for such tasks are both equipment and training. Training will normally be the most time- and cost-consuming. It will also be possible, of course, to purchase some of these services from consultants, but there will nevertheless be a need for a national body to evaluate the quality of the data and to manage data on behalf of the State.

6. To assist a State in establishing a hydrographic service/institute there must be a donor and a financial plan for the project. This requirement can be met through a maritime segment that would be included as part of a donor's assistance programme for developing countries. The most efficient and secure way to effect this is to establish a bilateral agreement with a national hydrographic service that is a member of IHO. The advantages of an agreement with a national hydrographic service would lie in the links not only to IHO, but also to other international organizations such as IMO and IALA.

7. One such bilateral agreement is that concluded between the Norwegian Hydrographic Service (NHS) and the Instituto Nacional de Hidrografia e Navegação of Mozambique. With financing by the Norwegian Development Agency (NORAD), NHS assisted Mozambique in establishing a national hydrographic service. This was a very successful project. Mozambique, together with South Africa, is the only country in the region which fulfils the requirements for membership of IHO. The large aluminium factory outside the capital, Maputo, needs nautical information at all times to ensure the safe shipment of raw materials and finished products in and out of Mozambican coastal waters respectively. Also, Beira harbour, as a transit harbour for the Beira corridor, at all times needs updated navigational information. Ships entering Beira harbour currently navigate on the margin of safety. Both the aluminium factory in Maputo and the Beira harbour/corridor make important contributions to the Mozambican economy. Mozambique today possesses all the necessary resources, skills and equipment to deal with hydrographic services and aids to navigation. Mozambique currently holds the chairmanship of the Southern Africa and Island Hydrographic Commission and is a member of the IHO strategic planning group.